

Bay City Area Transportation Study - Transportation Improvement Program Projects FY 2011 - 2014																														
10/12/10																														
Required Fields																								Optional Fields						E-File v. 2.0 (06.10.10)
Fiscal Year	County	Respon- sible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/ Rural Action Date	Amend- ment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2011	BAY	MDOT	I-75	Liwood to Pinconning Rd	9.95	Restore & rehabilitate	Rubblize, HMA resurfacing, drainage and safety improvements	CON		28,350	IM	3,150	M			31,500	106856		10/20/10	Add	NA	Project will be moved to FY 2011 if the match funds from the State are made available 10/20/10 Added to TIP from Illustrative List	33,000							
2011	BAY	MDOT	M-13/M-84	Euclid to Lafayette Bascule Bridge, Bay City	0.84	Reconstruct	Reconstruct	ROW		20	NH	5	M			25	103209		10/20/10	Add	NA	10/20/10 Added Project - Moved from FY 2010	5,494							
2011	BAY	MDOT	Pre-Construction Phases GPA	Regionwide		GPA	Pre-Construction Phases Trunkline			268	ST	59	M			327			10/20/10	Add	NA	10/20/10 Added Project	327							
2011	BAY	MDOT	Program Development Scoping Trunkline GPA	Regionwide		GPA	Program Development Scoping Trunkline	EPE		63	ST	18	M			80			10/20/10	Add	NA	10/20/10 Added Project	80							
2011	BAY	MDOT	Rail Xings Trunkline GPA	Regionwide		GPA	Rail Xings Trunkline	CON				35	M			35			10/20/10	Add	NA	10/20/10 Added Project	35							

Bay City Area Transportation Study - Transportation Improvement Program Fiscal Constraint Demonstration

10/12/10	2011				2012				2013				FY 2014			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program		\$35,000	\$35,000	\$35,000			\$0	\$0			\$0	\$0			\$0	\$0
MDOT AC & M Program																
MDOT FA Program	\$35,800,425	\$3,533,251	\$39,333,676	\$39,333,676	\$11,277,840		\$11,277,840	\$11,277,840			\$0	\$0			\$0	\$0
Sub-Total MDOT			\$39,368,676	\$39,368,676			\$11,277,840	\$11,277,840			\$0	\$0			\$0	\$0
Local STP	\$1,255,888	\$406,600	\$1,662,488	\$1,255,888	\$1,296,076	\$401,935	\$1,698,011	\$1,908,011	\$1,337,550	\$332,763	\$1,670,313	\$1,670,313	\$1,380,352	\$413,905	\$1,794,257	\$1,649,257
Local Bridge			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local CMAQ			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Safety			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Equity Bonus (TEDF)			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Other FHWA			\$0	\$0	\$300,000		\$300,000	\$0			\$0	\$0			\$0	\$0
Local AC Starts		\$370,512	\$370,512	\$777,112		\$200,036	\$200,036	\$290,036			\$0	\$0		\$275,268	\$275,268	\$420,268
Local Non-Federal		\$1,491,000	\$1,491,000	\$1,491,000			\$0	\$0			\$0	\$0			\$0	\$0
Sub-Total Local	\$1,255,888	\$2,268,112	\$3,524,000	\$3,524,000	\$1,596,076	\$601,971	\$2,198,047	\$2,198,047	\$1,337,550	\$332,763	\$1,670,313	\$1,670,313	\$1,380,352	\$689,173	\$2,069,525	\$2,069,525
Total Highway	\$1,255,888	\$2,268,112	\$42,892,676	\$42,892,676	\$1,596,076	\$601,971	\$13,475,887	\$13,475,887	\$1,337,550	\$332,763	\$1,670,313	\$1,670,313	\$1,380,352	\$689,173	\$2,069,525	\$2,069,525
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Transit Fund Source																
CTF - Comprehensive Transit Fund			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$1,429,200	\$6,371,800	\$7,801,000	\$7,801,000	\$2,050,600	\$5,952,400	\$8,003,000	\$8,003,000	\$2,050,200	\$6,050,800	\$8,101,000	\$8,101,000	\$2,108,700	\$5,997,300	\$8,106,000	\$8,106,000
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts	\$1,069,600	\$267,400	\$1,337,000	\$1,337,000	\$2,880,000	\$720,000	\$3,600,000	\$3,600,000			\$0	\$0			\$0	\$0
Section 5310 - Elderly & Disabled			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5311 - Non-UZA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5316 - Job Access/Reverse Commute	\$72,500	\$72,500	\$145,000	\$145,000	\$72,500	\$72,500	\$145,000	\$145,000	\$72,500	\$72,500	\$145,000	\$145,000	\$72,500	\$72,500	\$145,000	\$145,000
Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5339 - Alternative Analysis			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
ARRA Section 5307 - UZA Formula			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
ARRA Section 5311 - Non-UZA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
ARRA - Transit Other			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Total Transit	\$2,571,300	\$6,711,700	\$9,283,000	\$9,283,000	\$5,003,100	\$6,744,900	\$11,748,000	\$11,748,000	\$2,122,700	\$6,123,300	\$8,246,000	\$8,246,000	\$2,181,200	\$6,069,800	\$8,251,000	\$8,251,000
Grand Total	\$3,827,188	\$8,979,812	\$52,175,676	\$52,175,676	\$6,599,176	\$7,346,871	\$25,223,887	\$25,223,887	\$3,460,250	\$6,456,063	\$9,916,313	\$9,916,313	\$3,561,552	\$6,758,973	\$10,320,525	\$10,320,525
Notes:																
1. \$370,512 of local funing in 2011 for advance construction costs will be returned to the Bay County Road Commission in 2012 from the STUL allocation to BCATS																
2. \$200,036 of local funing in 2012 for advance construction costs will be returned to the Bay County Road Commission in 2013 from the STUL allocation to BCATS																
3. \$11,277,840 of NHS funding in 2012 is returned to the State of Michigan for advance construction costs from 2010 I-75 reconstruction project.																
4. \$275,268 of local funing in 2014 for advance construction costs will be returned to the Bay County Road Commission in 2015 from the STUL allocation to BCATS																